

Aching Bones,

pain in the back running up the spinal column to the base of the brain, eyes feverish and bloodshot, a stuffy feeling in the head, scalding discharge from the nose, sneezing, sore throat, cough, pain in chest—these are all signs of grip's ravaging effect on the nerves. Grip weakens the heart, congests the lungs, destroys the appetite and lowers the vitality of the whole system. The best and safest remedy for overcoming the depressing and prostrating effects of grip is Dr. Miles' Nervine. It invigorates the appetite, assists digestion, quiets the nerves and brings restful, refreshing sleep. It builds up the nerve tissues, overcomes the aches and pains, steadies the nervous heart and puts new life and energy into broken-down men and women as nothing else can.

"Four years ago I had a very severe attack of La Grippe, which settled in the back of my head and spinal cord. I had distressing pains in my head and back, my bones ached all the time and I became extremely nervous and restless. I could not sleep for days and nights together, my brain became seriously affected and I thought I should lose my mind. For two years my condition grew steadily worse and then I commenced taking Dr. Miles' Nervine. In a few days I was able to sleep naturally and continued to improve from that time on until my health was completely restored." Miss Sue Godwin, Opelika, Ala.

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FOREIGN STEAMER TIME TABLE

STEAMERS TO ARRIVE.

Date.	Name.	From.
Oct. 25—Moana	Colonies	Victoria, B. C.
29—Coptic	San Francisco	
31—Alameda	San Francisco	
Nov. 1—Gaelic	Yokohama	
6—America Maru	San Francisco	
8—Hongkong Maru	Yokohama	
11—Ventura	Colonies	
12—Sonoma	San Francisco	
14—Korea	San Francisco	
18—China	Yokohama	
19—Aorangi	Colonies	
21—Alameda	San Francisco	
22—Miowera	Victoria, B. C.	
23—Gaelic	San Francisco	
26—Doric	Yokohama	
Dec. 2—Hongkong Maru	San Francisco	
2—Sierra	Colonies	
3—Ventura	San Francisco	
5—Nippon Maru	Yokohama	
10—China	San Francisco	
12—Alameda	San Francisco	
13—Peru	Yokohama	
17—Moana	Colonies	
18—Doric	San Francisco	
19—Coptic	Yokohama	
20—America Maru	San Francisco	
23—Sonoma	Colonies	
24—Sierra	San Francisco	
26—Nippon Maru	San Francisco	
27—America Maru	Yokohama	

STEAMERS TO DEPART.

Date.	Name.	For.
Oct. 25—Moana	Colonies	
29—Coptic	Yokohama	
Nov. 1—Gaelic	San Francisco	
5—Alameda	San Francisco	
6—America Maru	Yokohama	
8—Hongkong Maru	San Francisco	
11—Ventura	San Francisco	
12—Sonoma	Colonies	
14—Korea	Yokohama	
18—China	San Francisco	
19—Aorangi	Victoria, B. C.	
22—Miowera	Colonies	
23—Gaelic	Yokohama	
26—Doric	San Francisco	
26—Alameda	San Francisco	
Dec. 2—Hongkong Maru	Yokohama	
2—Sierra	San Francisco	
3—Ventura	Colonies	
5—Nippon Maru	San Francisco	
10—China	Yokohama	
12—Peru	San Francisco	
17—Alameda	San Francisco	
17—Moana	Victoria, B. C.	
18—Doric	Yokohama	
19—Coptic	San Francisco	
20—Aorangi	Colonies	
23—Sonoma	San Francisco	
24—Sierra	Colonies	
26—Nippon Maru	Yokohama	
27—America Maru	San Francisco	

Coal is now in the same class with happiness—money can't buy it.—Baltimore Herald.

THE BIGGEST SHIPS IN THE WORLD

THIS YEAR HAS SEEN THE RECORD BROKEN BOTH IN STEAMSHIPS AND SAILING VESSELS.

This year has been notable for nothing else in having witnessed the launching of the largest vessels ever built. A seven masted schooner, a five masted square rigger and a steamship each the largest of its type, with an aggregate displacement of more than 40,000 tons, have been set afloat from the shipyards of three different nations.

The great seven masted schooner, which was the first ever constructed and is next to the largest sailing vessel in the world, was the first to take the water and is now in commission, flying the flag of the United States. As the schooner is peculiarly an American type of vessel, the first of its kind having been launched in Gloucester, Mass., in 1713, this country takes a certain sort of pride in the big Thomas W. Lawson, built at the Fore River works in Massachusetts and now engaged in the coasting trade of this country. It is of steel throughout is 495 feet over all, has a beam of 50 feet, depth of 34 feet, a mainmast 182 feet high from step to truck, a sail area of 40,500 square feet, a displacement of 10,000 tons and dead weight cargo capacity of 7,500 tons. These, in brief are its figures in outline the details being too many to mention. The giant schooner was constructed like a steamship, but without propelling machinery such as boilers and engines, depending for propulsion upon its sails managed by only nineteen men. Economy and relative ease of management are the attractive features of the fore and aft sailing craft like the schooner which recommend it to the seafarers of this country. But there are boilers and engines for auxiliary use, as for the hoisting of sails, anchors and cargo, steam pumps and all the latest inventions in labor saving gear.

It was thought that the United States held the record for the largest sailing vessel, as of yore it held it for the finest clipper ships the world has ever seen, but a short time ago the Germans launched a square rigger at Hamburg the dimensions of which slightly surpass those of the T. W. Lawson. This ship is the Preussen now called the largest of her kind in the world, being 440 feet in length, 50 in breadth and 33 in depth of hold, with a displacement of 11,150 tons and capable of carrying 8,000 tons. She also is of steel-hull, masts and yards—there being no wood at all aloft except in the blocks. While depending upon her sails for propulsion, the Preussen, like the Lawson, impresses steam machinery to work her capstans, winches, pumps and steering gear, but against the schooner nineteen men all told she carries a crew of forty-six. She belongs to a Hamburg firm and is now on her first voyage to the west coast of South America.

The preceding data prove conclusively that the world is not likely to forget the days of clipper ships and fast sailing privateer schooners of the American types. For a certain sort of merchant marine, such as heavy coasting and long voyaging, the sailing craft will continue to hold their own for many a year to come. But the steam age is here and has made its impress; so that there will never be a reversion to sailing vessels as a class. The greatest progress, of course, has been made in the building of steamships, which have been growing larger and getting faster for several years past. When the Great Eastern turned out such a monumental failure, it was thought that the limit as to size of steamships had been reached; but her dimensions have been exceeded in two or three steamers which have been quite successful. The dimensions of the Great Eastern were: Length over all 691 feet, breadth 82 feet and depth 48 feet, with a gross tonnage capacity of 18,915 tons. The Oceanic, a latter day steamship of the successful class, built for carrying capacity, comfort and safety, without regard to speed, is 705 feet long, 68 broad and 40 deep, with a gross tonnage of 17,274. She, indeed, was thought to be the limit, but was closely followed by the Celtic, which until this year was the largest steamer ever built. The Celtic is 700 feet in length over all, 75 beam and 49 deep, with a gross tonnage of 20,830. She was launched last year, but scarcely had she been placed in commission when it was announced that the same company that owned her—the White Star Line—was building a sister ship which was to slightly exceed her tonnage capacity and still lead the world in point of size.

This twin sister to the Celtic is the Cedric, which was launched last August and is now being hurried forward to completion. Like the Celtic the Cedric is 700 feet in length and 75 beam, but exceeds her by 90 tons carrying capacity and 170 in displacement, being 21,000 tons gross register. She can carry nearly a thousand tons more than the Kaiser Wilhelm II., the new ocean greyhound of the Bremen line. With out being built for speed, the Cedric will cross the Atlantic in about seven days, and is so magnificently equipped in every particular that her passengers will not be likely to desire the voyage out short an hour. She will carry a crew of 350 and has accommodations for 3,000 passengers of all classes, special attention being paid to the second class.

Mr. and Mrs. G. L. Desha have issued invitations to the marriage of their daughter Helen to C. H. Siemsen, November 20 at the Bishop Memorial chapel to be followed by a reception at the Kamehameha Girls' School.

ON KAUI.

Purser Friel of the W. G. Hall reports the steamer Mikahala at Waimea discharging freight at 5 p. m. Saturday. Fine weather is being experienced on Kauai with light trades and smooth seas crossing the channel.

Want ads in Star cost but 25 cents.

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